

AMENDMENTS TO THE SPECIFICATION:

Please amend the paragraph beginning at page 1, line 26, as follows:

Injection timing retard causes a loss in the engine output torque because it increases waste heat in combustion. Post injection is an injection of fuel that does not contribute to the combustion in the combustion chamber. Therefore, frequent regeneration of DPF before PM has not been fully accumulated with these methods will increase fuel consumption and lower fuel economy. If regeneration is performed after a large amount of PM has been collected, the PM will be oxidized intensively and the temperature of the DPF will become too high, e.g., 1000°C, whereby the risk of damage to the DPF substrate or deterioration of the catalyst will increase. The DPF regeneration timing should therefore be suitably set based on the calculated amount of trapped PM. Since the PM amount differs from one engine to another, it must be calculated in real time.